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Straight Forward!!

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KnK Newsletter

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STRAIGHT FORWARD!!!

The end of the racing season always brings about changes and news. Some good, some not so...

In Moto GP there is talk about going to a 1000cc capacity power plant, what the reasoning behind such an idea is, is beyond me. Already the 800s are setting times quicker than the older 990s did and the much touted "cost reducing efforts" has cut away the much needed testing that new riders so require, most new riders need two years of crashing before they are able to ride their 220+ bhp beasts competitively too, so why go to 1000cc?

Wonder if anyone costs in injury costs, damaged equipment and development when they frame rules to "reduce costs".

Similarly, KERS in F1 never quite made it for everyone across the grid though several teams had spent tidy sums to introduce it. Several changes to the 2008 aerodynamic regulations also caused much excitement and embarrassment through the season for several teams and though these changes made F1 more interesting it seemed to disregard the work and achievements made in the past.

Is motorsport losing the lure that it was founded on and are the organisers going to need to constantly think up new "tricks" for it to hold its appeal?

The kindergarten of motor racing also seems to feel the pinch of high costs and this is telling on the number of new licensees being issued across the world every year.

The complicated regulatory and licensing systems alongside the escalating costs of a new kart and of racing are putting kart racing beyond the financial and interest reach of most prospective drivers. There was a time when it was possible to race a weekend with money earned from a part time job, today it requires the financial support of Dad, Mum and local well-wishing sponsors if a lad wants to race karts.

Everyone appears to have forgotten the reason for the success and popularity of karting lay in it being a simple formula, which made racing possible for the average youngster. Circuits too were more accessible because they were closer to home so travel and transport costs were minimal.

The CIK FIA appear to have realised that numbers are dwindling because of the high costs involved with kart racing at the higher levels and there is a serious move to introduce a new World Championship in 2010 with the primary focus being towards simplicity, equality and cost to attract drivers in the 13 and 14 age groups. Importantly they will look at regulations to control the number of component variants like axles, hubs, rims etc., which make costs excessive while also confusing and complicating the expertise requirements of the drivers and mechanics, which demands the use of expensive data logging electronic equipment alongside. Single make engines and tyres will round off the affordability quotient of the championship.

Other efforts at reviving and saving kart racing comes in the form of the growing popularity of 4-stroke racing based upon the very popular utility engines made by Honda and Briggs & Stratton. The 4-stroke kart racing fraternity is growing at an impressive rate because of the "back to basics" and the "fun" aspects that it promises to bring back to the sport.

Which of these or a combination of them, will work towards bringing back the numbers and popularity that karting enjoyed.

Time will tell...

NEWS

SRI LANKA

The Sri Lankan governing body and ASN have taken up a serious attitude to introduce kart racing in the island country. Being cautious to avoid the errors made with kart racing around the world, they have identified and proposed a platform that will ensure an even playing ground

During a recent visit to this beautiful island we met up with some of the veterans of motor racing and visited a karting facility where there are plans to launch the program to re-introduce the sport. For me, the highlight of the visit was a meeting up with Sati Watson President of 4X4 Adventure Club. Sati runs a club for 4X4 and off-road enthusiasts.



Sati (in the blue T shirt) flanked by Niroshan Pereira Vice President ASN Sri Lanka and Ishaan Singh of **KnK Karts**.

We spent a day at a new circuit testing some **KnK Evolution EX** karts fitted with modified Briggs & Stratton engines with outputs around 12 bhp, which may become a beginner's class there.

The track is set amidst thick equatorial forests, which makes it one of the most picturesque, the feeling of being in a forest was enhanced by a wet and rainy day.

NEW DEVELOPMENTS: KnK Integra

The **KnK Integra** is the new addition to the family of KnK race karts.

Available in two configurations of a 28/30 and an all-30 frame, the Integra is easily tunable and offers a very positive *"think me through the turns"* feel.

Priced as a potent kart for new drivers and experts alike, the Integra is sure to be popular with both the four-stroke and the two-stroke race drivers.



NEW MARKETS: Canada, United States and South Africa.

KnK Karts will soon be seen on racetracks and hire tracks in Canada and America. A large shipment will soon be on its way to South Africa as well.

We will keep you posted on developments.

RACING WITH KnK – Australia

The **KnK Prodigy** is on its way to introducing Kiddy karting in Australia. Recent tests showed how kids in the 4 to 7 age bracket take to karts so easily.

The **KnK Prodigy** powered by a four stroke engine makes an excellent learning tool for the tiny would be champions of tomorrow.



Shannon Cane in the Prodigy is a natural, on her first drive she impressed all present.



Gold Coast Kart Grand Prix – Craig Mathews and his **KnK Trakhawk** have been making their presence felt at races across Australia in Rotax Max racing. Racing In the Rotax Heavy class during the first weekend of October at the Ipswich Race Circuit, Craig - **WON THE DAY FOR KnK**. With a qualifying time more than 1 second quicker than the nearest competitor.

National Rotax Max Pro-Tour – The final round was held at Ipswich Raceway on 24th October 2009.

KnK driver **Craig Mathews** raced the “Over 35s” class in this National Event.

Craig and his **KnK Trakhawk** qualified on Pole 3/10ths quicker than the second qualifier.

At the end of qualifying however the track started to beak away very badly and though the meeting should have been cancelled the officials chose to continue the meet. Several drivers elected to call it quits saying that the track in fact was dangerous. By the time the first heat for Craig took place the track was almost un-drivable and in the view of many was quite dangerous.

Craig started off pole but made a mistake at the third turn due to the surface having completely broken away which dropped him back to the rear of field. He then clawed his way back with an awesome drive to third place sitting right on the rear bumper of 1st & 2nd and really could have forced the issue to take first place but was mindful of the bad condition that the track was in and did not want to cause any further drama should his challenge for position create an incident on the ruined racetrack. Craig ended up third in the Final round of the Rotax Pro-Tour

proving again that the **KnK Trakhawk** with a driver who races just 4 or 5 times a year is able to foot it with the best of the best drivers and karts.

After this heat the officials did in fact call the race meeting off as the track was now down to bare dirt and extremely dangerous.

New South Wales Tag Titles - Scott Pearce of KnK Race Team ran the NSW Tag Titles over the last weekend of November using his **KnK JL302** on MG Yellows with an X30 Parilla engine and put up an excellent performance.

Scott qualified 4th from a field of 21 and ran 5th in the first heat. After a small kart setup change he ran second for the remaining 3 heats to end up on the Podium in second place overall for the day.

A great result in the Sydney area. Once again the KnK Race Team in the last few months have headed off the top Sydney based race teams!!!!



Guy Tingey of **KnK Karts Australia** tests the **KnK Dominator Evo** Pro-kart at Lakeside



Members of the **KnK Race Team** have reason to smile after a great weekend at Lakeside.

Until next time then, thank you for reading with me, we will talk some more soon!

Indrajeet Singh

KnK karts
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